

IBM Flying Club Newsletter - April 2000



Clear Prop - Dave Thomas

A bit of a mixed bag this edition, but it is excellent to see so many events in the pipeline, and quite a lot of different people doing the organising. There's still room to squeeze a few more in, so keep them coming, but please remember to check with Jim Hull first to ensure that no one else has already organised something for the day. Don't forget about ground level events e.g. the Hursley Clubhouse on a Friday night - there are usually a few of us there enjoying a beer or two, and a bowl of chilli, talking about the weather and future trips. Meet some new people - Dave Steeves, a new recruit (to the Flying Club that is) from Canada was telling us of some of his experiences at Gil's last curry evening, and Colin Dokkety who flies a Bonanza from Bournemouth was telling us about his syndicate. Brian Mellor was pre-announcing his Altiport trip. It all happens on a Friday evening. Phil Russell's article on twin flying will bring back memories of John Southerst to many, but what a wonderful way of remembering one of the club's real gentlemen. We all miss him, but how nice to learn how generous he was, and also to see the imaginative way in which the TD group have chosen to remember him.



Seawings 2000 - James Mason

<http://www.seawings.net/>

On Sunday June 4th 2000, the City of Southampton will stage a unique event in aviation history. It will celebrate the City's major part in the history of global air travel and aviation. The area is steeped in both civil and military aviation heritage. The Schneider Trophy air races, the birth of the Spitfire and the very first international scheduled seaplane route in the world, all major achievements for Southampton and the region. It was in fact, these first tentative seaplane routes that eventually led to regular commercial air travel from the UK to Australia, Africa, America and the Far East. Also, the earliest foundations of aviation giant British Airways, can be traced back to those first pioneering air services.

It is intended to feature a stunning, international display of rare seaplanes and flying boats, a world record formation of Supermarine Spitfires, a significant formation of Hawker Hurricanes, modern international military fast jets, historic fighters, historic jets, the Red Arrows with several other jet aerobatic teams and a selection of British and International civil aircraft

There will be a major commemoration of the Sixtieth anniversary of the Battle of Britain and a flying tribute to Flt. Lt. James Nicolson VC; who was awarded RAF Fighter Command's only Victoria Cross during World War 2 and the Battle of Britain, in an action over the City of Southampton.

SeaWings 2000 will be the largest FREE airshow in the United Kingdom in the year 2000



BBC Weather - Dave Sawdon

The BBC site now includes animated UK wx radar pictures, go to http://www.bbc.co.uk/weather/uk_radar.shtml

RAF Leeming air safety day, 1st June.- Dave Sawdon



I've booked the Arrow from Old Sarum for this trip, Dave Thomas is flying one leg but that leaves 2 empty seats.

Send [me](#) a note if you'd like to come along. You don't need to have flown an Arrow before or be a full member of OSFC.



Altiport trip - Brian Mellor

I intend to organise (again) a trip to visit the mountainous parts of France.

The intention will be to fly out on a Friday to either Chambéry or Albertville, and stay in hotel accommodation there, for two nights.

On the Saturday, we will start to organise trips to either Courchevel (very spectacular, very demanding) or Meribel (not quite so spectacular, or demanding). The flights up in the mountains are something to behold, if you haven't experienced them before.

The PIC must have authorisation to operate from such airports, which I managed to get a few years ago. I will be able to accompany one aircraft at a time, which means quite a long wait for the others. However, I will be speaking to club instructors at Chambéry/Albertville, and I think they may be able to ride along (for a reasonable fee, of course).

At the end of Saturday, everyone should have had chance to land and/or take off from an altiport, and a suitable restaurant will be found to swap experiences, over a glass or two of wine.

Sunday, we all head back.

Some important points.

We are talking about flying at quite high altitudes, where aircraft don't perform quite as well. We may have to restrict the number of POB for each trip, to either 2 or 3, depending on all up weight, and power of the aircraft.

The weather can be quite changeable in the mountains. It is possible that we could get to the area, but not succeed in getting any altiports in the logbook. It could also mean an unscheduled delay for a day (or more), if the weather really doesn't co-operate. So make sure you bring plenty of spare cash, etc. and you don't have any critical commitments immediately after the weekend.

So when is it? I have just phoned Courchevel, and they tell me the season ends 1st May. I therefore propose departing on Friday 12th May.

Please let me know if you are interested in going (preferably by email), and I will give you updates as time goes on.

Sky Arrow 650TC - Dave Sawdon



Old Sarum now has a Sky Arrow 650TC on the fleet, an unusual and rather nice aeroplane. It's a pusher with T-tail, fibreglass structure, sidestick control and tandem seating. Rotax powered (80-90kts cruise at 16 l/h), about 350nm range.

I got checked in it on Saturday and was astonished at how pleasant and easy it was to fly. The view out it is just like that from a glider, unparalleled for sight seeing. It's quiet and comfortable (even in the back seat) and has both NAV/COM and moving map GPS.

It's about the same hourly rate is a C152 but much nicer, give me a call if you'd like to try it out.



French charts - Phil Russell

A reminder from your Transair Coordinator. - New European VFR Charts.

I shall be ordering French charts when they become available at the end of April. Please let me know as soon as possible if you have any requirements so I can consolidate the order.

Fly-by - Dave Sawdon



In case you hadn't seen this one it raises an interesting point - where does confidence end, and stupidity begin? This is an actual fly-by during deployment of the Nuclear Aircraft Carrier USS Stennis. The pilot was grounded for 30 days, but he likes the picture and thinks it was worth it. Yikes!



Events Update - Jim Hull

April 9-15 Sun & Fun Florida

April 24 Middle Wallop Fly in Rose Barnes ref. N Luland 01962 863393

Andover strut & museum Army Flying Tel. 01980674421 *Applications closed*

G-ZERO
G-ARLG C Thompson
G-BDUO I Lee

Apr-29 East Kirkby Bob Elliott Tel. 0238025461

G-ZERO P Goodman
G-BDAI J Hull
G-ARLG C Thompson
G-AZWD B Mellor
G-BYDX Clare & Dave
G-BHXX J King
(Apr 29-30 The Microlight Trade Fair is also this week end at Popham)

May 12-14 Altiport Flying at Courcheval or Meribel Brian Mellor 01962 854931

G-AZWD B Mellor

May 18-21 Paris Le Bourget Air Show for GA aircraft (*Ed. I think this has been cancelled*)

May 20-21 Air Britain Fly-in Coventry - Dual theme 80th anniversary de Havilland, 40th anniversary of the Cherokee

May27-29 Mull Fly-in Chris Thompson 02392 597965

G-ARLG C Thompson

G-BDAI J Hull

May/June Black Bottle 24 hour challenge J Hull 01962 882270

Visit Cambeltown Tiree & Islay within 24 hours and win a Bottle of Whiskey & a Commemorative Certificate.

Info pack from 01586 55 3797

Jun-1 Safety Day at RAF Leeming D Sawdon 01962 816120

G-MACK D Sawdon, D Thomas

Jun-11 Popham 1930's Fly-In

June 12-13 Kemble International Air Day

June 23-25 PFA Rally Cranfield

June 24-25 Swansea Gil Collins 01489 877625

June/July Perranporth/Rose in Vale Hotel J Mason Fly break with overnight stay

www.rose-in-vale-hotel.co.uk

G-ZERO J Mason

G-BDAI J Hull

July 24-31 Farnborough Air Show

Sunday August 13th Perranporth Cream Tea Flyin - (rain day Saturday 9th September). Please let J. Mason know if you are interested in attending (Tel: 02380-615113 Email:

jsbmason@uk.ibm.com)



John Southerst Memorial Flight - Phil Russell

Many will remember John Southerst who tragically lost his life in a gliding accident some 18 months ago. John was a great guy, well liked and respected by all that met him. He loved flying and always made a point of attending the club fly-outs and venues at Middle Wallop and Popham. John was closely associated with the G-BRTD 152-Group at Popham being Chairman for 2 years and Treasurer for 1. This group must have meant a lot to John as in his Will he bequeathed a moderate

sum of money to the 152-Group to be used to seed a social event for the good of all club members. Various ideas were proposed and discussed and the winner was a series of sponsored twin flights under the auspices of Dave Sawdon who kindly agreed to give his time free in memory of John using the Seneca from Old Sarum.

That was the plan, but it took many months to bring to fruition due to the usual problems of weather, timing and none the least the availability of the Seneca which spent most of last year being repaired as a result of two serious crashes! With the Spring weather here once more, and the Seneca still out, Dave Sawdon offered us the Partenavia from Bournemouth. Although this was a more expensive option we decided to go ahead and launch the first of the proposed Memorial Flights on Wed 22nd March. This was to be a 3-sector trip with Terry Phillips doing the first leg to Deauville, myself doing the leg over to Guernsey and Ray Prince returning us to Bournemouth.



We met at Airtime, Bournemouth, at 9:00am to be given a quick look around the aircraft by Dave who had previously given the G-TD group an evening briefing on twin flying at Popham. Very nice aeroplane to go places was my immediate reaction with

two 180 HP engines, fixed gear, 6 seats and a cruise of 135 knots. The cockpit is well laid out but the biggest disadvantage was the difficulty in getting into it!. Definitely a manoeuvre that needed some practice.

I had filed our Flight Plan the day before so with no time to waste we were soon lined up on RWY 26. Take-off power is very good and the acceleration was unusually high for us single-engined pilots. Our planned routing was DCT KATHY DCT MP DCT which uses the Danger Area 036. Interestingly this was active but Solent passed us to Plymouth MIL and they co-ordinated our routing at 3000 ft with no difficulties. Deauville Approach were ready for us and gave us a squawk and the Deauville weather. We duly arrived on finals for RWY 12 and Terry had his first crack at trying to get 2 tonnes of twin onto the ground. I could not smile too much as it was my turn next!

We had an excellent lunch at the restaurant on the field which I would highly recommend. Two menus are offered, 100Fr and 350Fr. We chose the 100Fr menu and this was more than enough. We toasted the memory of good old John, admittedly with natures wine, and remembered a few old times. It was then my turn. I had filed our Flight plan via Minitel before lunch with no problems but had to struggle a bit getting the TAF's. Now that I was at the controls I could more appreciate what it was like to fly a twin. Two tonnes is a lot of aircraft and you definitely need differential power to turn while taxing. Lined up on RWY 30, I performed the power check against the brakes and then released the brakes and pushed the power levers all the way forward. Again that wonderful kick in the back! Climbing at 100 knots, time for the after T/O checks; touch Brakes, Undercarriage up, Flaps retract, Power reduction to manifold pressure 25 inches and rpm 2500, Altimeter check set, Instruments check, Nav idents if necessary, Landing Light off, Check for Ice and Pumps off.

Phew! I was soon established in the cruise at 2500 feet flying west along the invasion beaches. It had all been a bit busy but now it was fun to fly. I was struck by the stability of the cruise due to the higher weight and speed. I could get used to this. However, with my IMC renewal coming up soon Dave gave me a hard time to keep me on my toes! South abeam the MP NDB Deauville passed us to Jersey Zone and they passed a squawk and SVFR clearance DCT Guernsey. We skirted around Sark and joined via the North Point for left base RWY 27. I needed a few prompts from Dave to get the configuration right but basically flying the approach was not that difficult once you get the speed nailed correctly.

After a quick cuppa it was a rather apprehensive Ray who took the controls to fly us back to Bournemouth. Turns out he did the best of all of us having sat through the previous legs and taken some quiet notes I think! The routing was DCT ORTAC DCT and this proved to be uneventful and relaxing and Ray did a superb landing on RWY 08 with very little prompting from Dave.

All in all a memorable day out and one that I am sure John would have approved of. Our special thanks go to Dave Sawdon whose tireless enthusiasm and energy contributed greatly to making the day a success, giving us each some quality hands-on twin time.



Short Finals - Dasher

This month's caption competition photograph was supplied by Phil Russell. As usual this is just for a bit of fun, there is no reward, so please send your captions to dave.ashford@uk.ibm.com



